

Message Text

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USOECN FOR OECD SECRETARIAT

E.O. 11652:N/A

TAGS: TGEN, OECD

SUBJECT:OECD ROAD RESEARCH SYMPOSIUM ON SAFETY OF PEDESTRIANS
AND CYCLISTS

1. U.S. REPRESENTATIVE ON THE STEERING COMMITTEE FOR ROAD RESEARCH REQUESTS THE FOLLOWING BE PASSED TO MR. HORN OF THE OECD ROAD RESEARCH SECRETARIAT.
2. FOLLOWING ARE COMMENTS AND SUGGESTIONS FOR CONSIDERATION BY THE SCIENTIFIC COMMITTEE IN PREPARATION FOR THE 1979 SYMPOSIUM ON SAFETY OF PEDESTRIANS AND CYCLISTS:

SYMPOSIA SUCH AS THIS CAN YIELD VERY PRODUCTIVE RESULTS THROUGH THE SHARING OF TECHNICAL INFORMATION REGARDING THE DEVELOPMENT AND EVALUATION OF NEW APPROACHES TOWARD IMPROVING PEDESTRIAN SAFETY. THIS SYMPOSIUM HAS THE OPPORTUNITY TO CLOSE SEVERAL OF THE GAPS IN OUR
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KNOWLEDGE OF THE MEANS BY WHICH PEDESTRIAN INJURIES AND DEATHS CAN BE REDUCED. FOR EXAMPLE, KNOWLEDGE REGARDING THE EFFECTIVENESS OF FACILITY AND TRAFFIC CONTROL IMPROVEMENTS IS EXTREMELY SPARSE. IN ORDER TO PLAN AND DESIGN HIGHWAYS WHICH ADEQUATELY PROVIDE FOR PEDESTRIANS, WE NEED INFORMATION REGARDING ACCIDENT EXPERIENCE AT SIMILAR OR COMPARABLE SITES. UNTIL EVALUATIONS HAVE

BEEN COMPLETED WHICH INDICATE THE EFFECT OF IMPROVEMENTS ON ACCIDENT OCCURRENCE, IT IS VIRTUALLY IMPOSSIBLE TO RATIONALLY PLAN AND DESIGN NEW PEDESTRIAN FACILITIES.

INFORMATION ON THE EFFECTIVENESS OF COUNTERMEASURES IS NEEDED REGARDING AREA-WIDE, NEIGHBORHOOD IMPROVEMENT PROGRAMS AND SPECIFIC LOCATION UPGRADING PROJECTS. THIS INFORMATION WOULD BE USED FOR SEVERAL PURPOSES. IF THE EFFECTIVENESS OF HIGHWAY IMPROVEMENTS IN REDUCING PEDESTRIAN ACCIDENTS WERE KNOWN, IT COULD GREATLY BENEFIT EFFORTS TO PROMOTE THE USE OF THE IMPROVEMENTS BY OFTEN SKEPTICAL STATE AND LOCAL OFFICIALS. KNOWLEDGE OF THE EFFECTIVENESS OF THESE IMPROVEMENTS WOULD PERMIT PLANNERS AND DESIGNERS TO SELECT PARTICULAR MEASURES WHICH PROVE MOST EFFECTIVE IN RELATION TO COST. FINALLY, THESE EVALUATIONS COULD SERVE AS EXAMPLES FOR USE BY IMPLEMENTING AGENCIES WHICH NEED TO EVALUATE THEIR OWN PEDESTRIAN SAFETY IMPROVEMENTS. THIS TYPE OF SPECIFIC INFORMATION IS NEEDED ACUTELY.

WE SUGGEST THAT THE SYMPOSIUM INCLUDE AS AN OBJECTIVE THE DISCUSSION OF MEANS WHEREBY THE EFFECTIVENESS OF PEDESTRIAN IMPROVEMENTS CAN BEST BE MEASURED. WE ADDITIONALLY SUGGEST A SUBSTANTIAL DISCUSSION OF THE RESULTS OF EFFECTIVENESS EVALUATIONS WHICH PARTICIPANTS

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KNOW OF OR HAVE PERFORMED.

3. IS THE SYMPOSIUM DESIGNED PRIMARILY FOR EXCHANGE OF EXISTING TECHNICAL INFORMATION, OR TO PROMOTE ADDITIONAL GOVERNMENTAL PROGRAM ACTIVITY IN THIS AREA?

4. WE WOULD ALSO QUESTION WHETHER SAFETY OF PEDESTRIANS AND SAFETY OF CYCLISTS SHOULD BE DISCUSSED IN THE SAME SYMPOSIUM BECAUSE EACH COVERS A BIG SEGMENT OF SAFETY AND COULD BE THE SUBJECT OF SEPARATE SYMPOSIA. WOULD THERE BE SUFFICIENT TIME TO ADEQUATELY COVER BOTH AREAS?

5. IN THE FUTURE WE WOULD APPRECIATE MORE DETAIL ON PROGRAM OF THIS TYPE IN ORDER TO MAKE MORE SUBSTANTIVE COMMENTS. CHRISTOPHER

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